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Hongkong, 16th August, 1905. [188]

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Hongkong, 20th September, 1906. [a34]

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[a1662] **WM. FARMER,**
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Agents.

Hongkong, 29th September, 1906. [30]

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The Daily Press.

HONGKONG, OCTOBER 18TH, 1906.

ALTHOUGH nothing momentous is likely to happen as a result of it, a recent article in the *Financial Review* of Reviews seems to be giving rise to a good deal of discussion. Suggestions for state-owned this and state-managed that are by no means rare, and the neighbouring country of Japan is taking a leading part in such experiments, with results which have as yet scarcely had time to show themselves. Some say the state enterprises are doing well; others aver the contrary. For a long time the British Post Office was the pet object of socialists, but they are probably now a little tired of it. There is something more fascinating about the suggestion in the article cited above, which is nothing more or less than that all insurance companies should be merged under state management. Here also Japan has practically gone further than any other country, although it has as yet refrained from putting insurance on a footing with tobacco and railways. The author of the latest suggestion has many arguments for it, but his trump card is undoubtedly the addition of about twelve millions to the national revenue. He is one of those who share the mild mania of desiring to extinguish the National Debt, but if we do not all agree with him, he is prepared to allow us to apply insurance profits in other ways, one bait held out being a possible substantial reduction of the income tax. First of all he dwells on the amazing profitability of insurance, and quotes an eminent actuarial authority to the effect that nothing in the commercial world equals or even approaches the security of a

well-established insurance office. According to the last annual return of Life Assurance business, issued by Government, there was a return of over a million on a capital outlay of about fourteen millions; say something over seven per cent. "The figure is a very striking one, and it appears the more significant when we remember that all companies, good, bad, and indifferent, which come within the provisions of Section 10 of 'The Life Assurance Companies Act, 1870,' are included in the return. It is probable that no other interest or industry in the country could show collectively such a handsome yield on its capital." The writer quoted claims that under Government management this return would be greatly increased, as it has been made under the existing competitive system in spite of the extremely costly system of working involved. He figures roughly that nearly a quarter of the total premium income of the Life Insurance Companies is spent on managerial and office expenses, and on commission. In the case of Fire Offices, he puts the proportion still larger. The best feature of British companies, so far as the public takes interest in the matter, has always appeared to be their very substantial reserves, but the writer considers them overgrown. He would reduce them one half. He suggests that they spell high rates as well as security, and he would allow Government a less reserve, and expect it to insure at lower rates. This, we suppose, will be the weak place in his armour, if the experts consider him worth fighting. He is interesting when giving his opinion of the present system, as the following extract from a summary of his essay may show. "The companies," he declares, "work on a basis theoretically sound, but in practice fallacious. The mortality tables are out of date. As a rule they go back to 1872, since which year sanitary science has made such strides that the death-rate has been materially reduced and the average duration of life prolonged. The calculations of the companies, moreover, are not based on the selected lives with which they usually deal, but on those of the general population, including, of course, the notoriously short-lived. Consequently, they are constantly paying enormously less in death-claims than they expected, or might have expected. Twenty years ago one of the largest companies testified to its deaths one year being 25 per cent below the number expected. Again, the average duration of a policy in a British company is only five years, and lapsed policies outnumber those on which claims are paid by two to one. Yet companies still calculate on the assumption that every policy will mature. The "epidemic" argument is used to justify these bounds; but the writer does not think it does justify them nowadays. He seems to overlook the obvious reflection that we can never know when surprises are in store for the insurance world. The current year is an example, with San Francisco, Valparaiso, and our own Hongkong trouble; and no one can promise that there will never again be a vast epidemic or series of epidemics. On his argument that the proposal is not a revolutionary one, or altogether without precedent, he is on safer ground, but we take it in view of recent reaction and disclosures that his citations of gas, electricity, telephones, etc., are none too happy. New Zealand appears to have actually adopted his suggestion before he made it, but that enterprising Colony is the despair of all argumentative people. It seems capable of demonstrating anything. Germany and Japan are expected to follow New Zealand's example, however, and this writer would like to see Great Britain in the van, substituting one well-equipped central office for the numerous headquarters existing now, and economising on administration. Even allowing seven per cent as expenses of State insurance, he calculates a saving of more than thirteen millions sterling. The way to effect the change would be easy, in his opinion. Calculating on a thirty years' purchase of the net earnings of the present system (but arbitrators would scarcely be as ready with their decision as he) the price of all the Life Companies would be about thirty and a half millions sterling, and of the Fire companies another twenty millions. He prefers to leave the treatment of mutual offices, and of accumulated profits and reserves, to the tribunal of arbitration. He is vague as to compensation for the enormous army of employees, suggesting that one million per annum "for a series of years" would be a safe estimate. So it would, in one way, but meanwhile the tremendous savings might have to be

waited for till the end of that series of years. Many of the officials would be employed by the State Insurance Co., Unlimited, so he ventures to quote ten millions as the utmost amount required for compensation, or about sixty and a half millions as the total cost of expropriation. As we remarked, we do not expect that any government party will care to tackle the question seriously at present; but it certainly offers a fine ground for debate.

The Admiralty have decided, with the King's approval, that a new pattern white helmet is to be adopted as the uniform pattern for officers of the Fleet. Officers may, however, wear the old pattern helmet until a new one is required.

This evening at the Union Church Literary Club there will be a Debate on the following question:—Should the destruction of non-criminals under any circumstances be legalised? The debate will be opened by Mr. H. L. Garrett at 9 p.m. sharp and the Chairman will be Mr. Frank Browne.

News was received at Instow, North Devon, where his family reside, that Rear-Adm. Sir Edward Chichester was lying seriously ill with pneumonia at Gibraltar. It was later stated that Sir E. Chichester had been suffering from an attack of bronchitis, not pneumonia, but was making good progress.

His Majesty's Secretary of State for Foreign Affairs received a telegram, dated the 12th September, from his Majesty's Chargé d'Affaires at Peking informing him that the Japanese troops had been withdrawn from the Feng-tien (Mukden) Province, and that the following places had been opened to international trade, viz., Tieling, Tang-shiang-tze, and Fa-ku-men.

Penang is the first Far Eastern settlement to take up push-ball, so far as we know. The *Quint* says:—"The novelty of a game of push-ball—one of many inventions in the way of outdoor pastimes that has had its origin in America—drew quite a large crowd to the Esplanade yesterday afternoon. The appearance of the huge sphere likewise proved an irresistible attraction to the natives, who seemed to extract as much amusement from the game as the European spectators."

The election of Father Wernz as the new General of the Jesuits has excited unusual interest, and a great, not to say perhaps exaggerated, significance has been attached to its political aspect. It is no disparagement to the Society of Jesus to say that all this curiosity is not simply the result of their own importance as an Order, large as it is believed to be by many credulous people, the election of Father Wernz would not have aroused a tithe of the attention it has done, if the political situation had not made it a matter of special interest that the choice should have fallen on a German.

Selection having at last been given to the appointment of a colonel to command the Royal Artillery at Portsmouth, it must come as a matter of surprise to find that the post of Staff Officer of Garrison Artillery is to be abolished. This has of late been one of very considerable importance, dealing as it does with the mass of detail that must necessarily arise in the case of a large force of artillery. Doubtless it is expected that for the future it will be all dealt with by the colonel himself, but in this case it is difficult to see how he is to devote the necessary time to the study of problems more commensurate with his rank. It has always been found by experience that officers holding important commands invariably require an assistant to take off their hands the heavy work connected with the many matters of detail that daily arise, so as to leave their own time free for more important questions. If it is necessary for a brigadier commanding four units to have a staff officer, still more would it appear essential for an officer commanding 16 units, as in the present case. The situation is the more extraordinary as his subordinate lieutenant-colonels commanding brigades of batteries are each provided with an adjutant.

London reports that the September list of passenger sailings of the P. and O. steamers calls attention to the company's improved direct service of intermediate steamers between London and Japan, sailing from the Royal Albert Dock at fortnightly intervals. The *Namur*, which was to leave London on October 15, had practically completed her outfit at Messrs. Caird's Greenock yard. The *Nyanga*, the third steamer of the "N" class, was expected to be ready for launching about September 24, and to take her place in the direct Japan service on December 8, when she will leave London for Yokohama. The round fare for a tour to Sydney and homeward via Torres Strait, calling at Thursday Island, Port Darwin, Java ports, and Singapore is £125. For travellers to Australia it is suggested that the attractions of a circular cruise from Sydney, through the island groups of the Western Pacific are worth consideration. The cruise of the *Vesta* from London on September 19 to Portugal, Morocco, Spain, &c., was announced, and attention also drawn to the approaching visit of the *Ameer* to India, when a military demonstration will be held near Agra in November and December. With reference to the management, it is stated that Mr. B. Kandall, late senior general manager, has retired from active service after 50 years' work under the company's flag. Mr. I. A. Shields, late assistant manager, has been appointed to fill the vacancy on the staff of general managers, and is succeeded in the office of assistant manager and inspector by Mr. Frank Ritchie. Mr. Ritchie's late post of superintendent of the company's establishment at Bombay will now be filled by Mr. A. M. Symes.

TELEGRAMS.

[REUTERS SERVICE.]

THE SCENE AT LONGCHAMPS.

LONDON, October 15th.
The scene at Longchamps was a regular pandemonium; the mob fought wildly with one another for booty; some invaded the bars and got drunk; and some tore about madly brandishing stolen bank notes, of which they were soon robbed by others. Scarcely any building on the course escaped destruction or damage. Sixty arrests were made.

FRANCE AND MOROCCO.

LONDON, October 15th.
Trouble is brewing between France and Morocco, owing to the latter creating all sorts of difficulties in the trade between Taflet and Southern Algeria.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangsu Municipal Council held at the Board-room, Kulangsu, Amoy, on the 15th September 1906.
Present:—Messrs. F. B. Marshall (Chairman), C. A. V. Bowra, A. F. Gardiner, I. Takatsuki, L. I. Thomas, W. H. Wallace, the Health Officer and the Secretary.

1. The minutes of the last meeting were read and confirmed.
2. A letter is read from Mr. Lim Neo Kar, forwarding plan, requesting permission to close up a road on his property and construct another in place of it. The Secretary is instructed to refer Mr. Lim Neo Kar to their letter of the 27th April, 1904, and inform him that as the matter concerns a right of way, they have not the authority to alter the decision then arrived at, but if he is prepared to make a substantial offer for the privilege he is seeking, the Council will call a meeting of the Ratepayers and submit the same.

3. The report of the Watch Committee on an inquiry held on the alleged misconduct of one of the Sikh Police is read.

4. It is decided that leave on half pay granted to the Police is to be allowed to count towards their period of engagement.

5. The Superintendent of Police reports the following arrests and summonses during the past fortnight:—Arrests—Theft 2, and Committing a nuisance 2. Summonses—Debt 2, Assault 1, Contempt of Court 1, Using threatening language 1, and Breach of Municipal Regulations 1.

6. It is decided that, until further notice, meetings of the Council will take place at 3 p.m.

(Signed) FRED E. MARSHALL, Chairman.

By Order, C. BRANLEY MITCHELL, Secretary.

Kulangsu, Amoy, 13th October 1906.

CANTON NOTES.

[From the "Canton Daily News."]

LOSS IN "HANKOW" FIRE.

A director of the arsenal was on the *Hankow* when she was burnt at Hongkong. He had \$300,000 in cheques and 12 parcels of drafts to deposit, which were all lost. They were put in the purser's office for safe keeping.

PIRATES TO BE EXECUTED.

Two of the pirates of the *Satsum* will be executed this week.

FAREWELL FOR SHUM.

The merchants of Hongkong intend to hold a big banquet and celebration for Viceroy Shum when he arrives there on his way to Shanghai.

ECHO OF CUSTOMS TROUBLE.

Chow Tung-shang, who figured conspicuously in the Customs trouble a short time ago has left China and gone to some foreign country. His family, which has been incarcerated since the trouble, have offered to pay a large sum of money if they are released. Viceroy Shum has replied that they must pay the money before they are released.

RAILWAY.

The board of directors of the Yuet Han Co. have handed a petition to the Viceroy asking him to refuse the resignation of the *Tow-shai*. The board of directors had notified the directors that his resignation had taken place virtually, but he would serve a short while longer to accommodate them.

CUSTOMS ACCOUNTS.

Viceroy Shum and the Provincial Treasurer are busy engaged in settling the Customs accounts. Shum has memorialised the throne taking the responsibility of the matter upon himself and is endeavouring to settle the accounts before his departure.

OFFICIAL SALARIES.

Under the reformed official system, it is proposed to increase the official salaries from the Viceroy down, and relieve the magistrate of the burden of making supplies to officials passing through, which in many districts represents a heavy annual drain which has to be made up in other ways.

Every woman should be a trained housewife before she undertakes to make a man happy, and no woman should venture to despise the art of housekeeping before her marriage, since her future happiness depends in a great measure on the way she keeps her home.

SUPREME COURT.

Wednesday, October 17th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISSE JUDGE).

A JUNK COLLISION.

Yak Seung sued Fang Lau for the recovery of \$234 in respect of damage to plaintiff's junk caused by the negligent navigation of defendant's junk and expenses incurred by four days' detention in Canton.

Mr. E. J. Grist, for Mr. Otto Kong Sing, represented the plaintiff; and Mr. J. H. Gardiner, from the office of Mr. O. D. Thomson, appeared for the defendant.

Mr. Gardiner applied for an adjournment as other witnesses he wished to call had not arrived from Canton.

His Lordship—I cannot allow another adjournment. You have had six days to get the witnesses here, besides, any other evidence you call must be to discredit that of the man who was in charge of your junk.

Mr. Gardiner—I should like to explain.

His Lordship—Certainly, but I would allow a further adjournment.

Mr. Gardiner—As your Lordship said, this man is very ignorant.

His Lordship—Yes, and I have written it down.

Mr. Gardiner—This man got mixed up in his story.

His Lordship—I am very sorry, Mr. Gardiner, but he goes and tells you one story and me another. You want to discredit your own witness?

Mr. Gardiner—The mistake made was possibly owing to his ignorance.

His Lordship—I know this; that his evidence tallied with that given by the other side. That, of course, does not suit you.

Mr. Gardiner—If your Lordship would allow me to call further evidence I don't see how I can possibly succeed.

His Lordship—You admit your junk was to blame?

Mr. Gardiner—Yes, I admit that.

His Lordship—But you set up contributory negligence?

Mr. Gardiner—Yes.

His Lordship—Well, I say there was no contributory negligence at all. This junk of yours, as I said before, was like a Chinaman in the street—seemed to think the whole roadway belonged to it.

Mr. Gardiner—But there was a typhoon.

His Lordship—No, no. It is about the clearest case I have ever had. There will be judgment for the plaintiff less \$24 demurrage, and costs.

THE VOLUNTEER CAMP.

Less exacting in its demands on the strength of the individual and more interesting was the work which yesterday fell to the lot of the Volunteer on Stonecutters Island. The more technical nature of the duties of handling the guns filled the greater part of the programme of the day's proceedings.

In the early morning both companies made fair practice with the maxim guns, the difficulties and problems set by the staff instructors affording excellent instruction, while good work was done on the fifteen pounders. Not till Saturday however will the Volunteers have an opportunity of using black cartridge. Then will come the time for field discipline, which is the real test of the "meat of cannon."

An innovation appreciated by every man under canvas is the reading and recreation room provided by the Y.M.C.A. The Commandant readily gave permission and set apart a tent for such an institution. Opened on Tuesday night, it attracted many Volunteers, who were warm in their expressions of appreciation. Not only are papers, magazines, etc. to be found on the tables, but there is also a nice little library, while draughts and chess help to spend a quiet evening. Writing materials are also supplied.

A more useful addition to the camp could hardly have been devised, and under the supervision of Mr. McPherson it should prove of considerable value. Two gentlemen also hopes to arrange for one or two lectures during the encampment.

While residents of Hongkong admired the searchlight flashed over Stonecutters and heard the booming of the big guns on Tuesday night the Volunteers were favoured with a closer view of the interesting operations. With his usual forethought the Commandant arranged for dinner being served half an hour earlier in order to give all an opportunity of watching the proceedings. And the experience was one to be treasured. The searchlight, operated from a point at the east side of the island, illuminated the greater part of the channel between the mainland and Stonecutters, showing the rocks into shadowy outlines and the serried sides of the opposite hills into the most fantastic shapes. Boats, sampans and junks on the surface of the water stood out distinctly, invested by the white glow with an unusually picturesque appearance. The launch in the centre of the picture had the targets in tow at the end of a long cable. Having unwound the cable the launch gets up her full speed and setting the winding gear in operation the target is thus drawn through the water at the speed of the windmill plus the speed of the vessel. The target flying through the water throws up a huge cloud of spray, which envelops it completely, not only making the target more conspicuous but adding to the spectacular effect. A flash on the crest of the hill attracts the eye. A boom is heard, followed by the sound of an object hurtling through the air. Then the splash is seen just in front of the target, or another shell may sink without the splash being noticed, indicating that the shot has gone over. That of course tells the men on the gun have found their target. The spectacle was noteworthy and everyone who watched it at close quarters realized something of the possible work of our garrison.

The official guest night, when H.E. the Governor will attend, has been fixed for Saturday.

SINGAPORE LEGISLATIVE COUNCIL.

IN HONGKONG'S BOAT.

Following are extracts from Sir John Anderson's Budget Address at Singapore:—

The financial position of the Colony is shown by the following figures:

Assets, 1st January, 1906 \$2,336,265
Probable Revenue, 1906 9,715,142
Total 12,051,407
Probable Expenditure 1906 9,283,967
Estimated Assets, 31st December 1906 2,757,440

This does not include the sum \$1,200,000 of arrears due by the Farmers, for which we hold ample security, but which we may have to realise with caution. For that reason we have not brought the arrears to credit of Revenue next year, but will include them in the statement of assets, which will then be approximately four million dollars.

Unfortunately about a million of this in the form of subsidiary coin which is not at present a realisable asset, but will it is hoped become so in the near future.

The Revenue and Expenditure for 1906 were estimated at \$3,374,064 and \$10,102,358 respectively, but the figures I have quoted as the probable Revenue and Expenditure for the year have been estimated in the light of our experience during the six months ending June 30th.

THE FIXED DOLLAR.
The saving of more than \$800,000 on the estimate for this year is partly due to the rise in the exchange value of the dollar, which has reduced the sums payable on sterling account, but more especially to the absence of post-ponement or non-completion during the year of several large public works, such as the One-Fathom Bank Lighthouse, the construction of a Quarantine Camp for infectious diseases at Moulin Road, the erection of a new Bridge over the mouth of the Singapore River, the special services to Government House, the erection of a new Lunatic Asylum and the purchase of Tax and Barges for use with the new dredger for Penang Harbour.

On the other hand the Revenue which we are now likely to obtain in the current year is larger than was estimated by about \$150,000, chiefly owing to increased returns from Land Revenue (\$18,000), Rents Exclusive of Land (\$34,000) Stamps (\$143,000) and Postal Revenue (\$42,000), while the only large decrease is likely to be under Interest, (\$70,000) due to the operation of Ordinance V. of 1906, which provides that the profit derived from the Carney Commission's investments shall be paid in the Carney Note issue Disproportion Fund and not into the General Revenue of the Colony.

In 1907 we expected to obtain a Revenue of \$9,259,865, and to spend \$9,088,202.

The decrease in the Revenue is more than accounted for by the fall in the price at which the Excise Farms have been let for the ensuing triennial period.

OPIMUM FARM RENTS REDUCED.
The reduction in the Opium Farm Rents is very great, and the loss in the sum for which the Opium Farms have been let is not as large as was expected from the enhanced duties sanctioned by the recently passed Liquors Ordinance. That fall is due to special causes and is not confined to this Colony. On the other hand several of the other items of Revenue such as Land Revenue and Post Office show a healthy increase and point to an advance in general business activity.

We are thus compelled to restrict our Expenditure, and to include in the Budget only those services which are essential.

TRADE.
The foreign trade of the Colony in 1905, exclusive of Treasure, was represented by 3.91 million dollars in Imports and 2.58 million dollars in Exports, the Imports decreasing by rather less than 2 per cent, and the Exports increasing by 34 per cent.

The sterling equivalents were 432,000,000 and 427,000,000, increases of about 41 per cent and 31 per cent respectively.

The Singapore returns under both headings were smaller than in 1904, while the large increase was recorded in Exports from Penang.

During the first half of the current year a further reduction is shown in Imports of more than 53 million dollars for the Colony, of which Singapore accounts for nearly 21 millions, and Penang for the remainder.

In sterling, however, there was an increase of £2,340,000 for the Colony.

The total Imports were 1,591 million dollars or £18,600,000. In the same period Exports amounted to 1,443 millions of dollars, £17,700,000, an increase of about 7 millions in dollars and of £2,300,000 in sterling, of which more than three-quarters was contributed by Penang. One-half of the total increase is due to the enhanced value of the tin exported.

On the whole Exports of manufactured goods show a forward movement, but it is believed that Import stocks are still above the average.

The rise in the Exchange value of the dollar of 10 per cent was the reason why the sterling value of the merchandise imported and exported were in each case an advance on previous figures.

It is gratifying to be able to inform you that notwithstanding the total decrease in the dollar value of the Imports in 1905 as compared with 1904 there was an actual increase of \$1,200,000 in the value of goods imported from the United Kingdom, and the statistics of the import trade for the past five years show that the value of Imports from the United Kingdom has increased from \$29,800,000 to \$38,800,000, whilst those from the remainder of Europe and the United States of America has increased only from \$19,000,000 to \$20,000,000.

The tonnage of vessels entered and cleared in 1905 was twenty-one and a half millions, and again showed an increase over the figures for the previous year.

IMMIGRATION.
Immigrants from Chinese ports numbered in 1905, 173,131; a decrease of 31,000, but the proportion of women to men has again increased, and was 56 per cent. The cause of the reduction is to be found in the fact that better harvests were obtained in China, and that considerable developments are in progress there, giving increased local employment. This state of things is likely to continue and in the absence of special efforts to attract labour from China the decrease will probably continue. The number of Immigrants from Southern India on the other hand was over 39,000, an increase of 9,000, and recruiting has proceeded steadily during the current year. In the year ending the 11th February, 1906, the date on which the first year of the new Coptic Contract with the British India Steam Navigation Company expired, 13,618 tickets to the Straits were issued at the reduced prices stipulated for by the contract, whilst from the 12th February last to the end of August not less than 21,000 such tickets have been used. The requirements of planters and others in the Colony and the Federated Malay States are still increasing, and will continue to do so as fresh land is daily being opened out.

MR. "JOHN SMITH" OF CHINA.

The following very readable article by "Glenora" appeared in the *Shanghai Mercury*—

"The Philistine" only recognizes the conditions of life which are in one but also demands that the rest of mankind should fashion its mode of existence after his own. —Glenora.

Mr. W. Stead once asked: "What is the secret of Marie Corelli's popularity?" His answer was: "Like author, like reader, because the John Smiths who read her novels live in Marie Corelli's world and regard her as the most authoritative exponent of the Universe in which they live, more and more have their being." What Marie Corelli is to the John Smith in Great Britain, the Rev. Arthur Smith is to the John Smith in China.

Now the difference between the really educated person and the half educated one is this. The really educated person wants to read books which will tell him the real truth about a thing, whereas the half-educated person prefers to read books which will tell him what he wants the thing to be, what his vanity prompts him to wish that the thing should be.

John Smith in China wants very much to be a superior person to the Chinaman and the Rev. Arthur Smith writes a book to prove conclusively that he, John Smith, is a very much superior person to the Chinaman. Therefore, the Rev. Arthur Smith is a person very dear to John Smith, and the "Chinese Characteristics" becomes a Bible to John Smith.

But Mr. W. Stead says: "It is John Smith and his neighbours who now rule the British Empire." Consequently I have lately taken the trouble to read the books which furnish John Smith with his ideas on China and the Chinese.

The Autocrat at the Breakfast Table classified minds under the heads of arithmetical and algebraical intellects. "All economical and practical wisdom," he observes, "is an extension or variation of the arithmetical formula 2+2=4. Every philosophical proposition has the more general character of the expression a+b=c. Now the whole family of John Smith belongs decidedly to the category of minds which the Autocrat calls arithmetical intellects.

John Smith's father, John Smith senr., alias John Bull, made his fortune with the simple formula 2+2=4. John Bull came to China to sell his Manchester goods and to make money and he got on very well with John Chinaman because both he and John Chinaman understood and agreed perfectly upon the formula 2+2=4. But John Smith who now rules the British Empire comes out to China with his head filled with a+b=c which he does not understand and not content to sell his Manchester goods, wants to civilize the Chinese or, as he expresses it, to "spread Anglo-Saxon ideals."

"The result is that John Smith gets on very badly with John Chinaman, and what is worse, under the civilizing influence of John Smith's a+b=c Anglo-Saxon ideals, John Chinaman, instead of being a good, honest, steady customer for Manchester goods neglects his business, goes to Chang Su-ho's Gardens to celebrate the Constitution, in fact becomes a mad, raving reformer.

I have lately, by the help of Mr. Putnam Weale's "History of the Far East," and other books, tried to compile a Catechism of Anglo-Saxon Ideals for the use of Chinese students. The result, so far, is something like this:

- 1.—What is the chief end of man?
The chief end of man is to glorify the British Empire.
- 2.—Do you believe in God?
Yes, when I go to Church.
- 3.—What do you believe in when you are not in Church?
I believe in interests—in what will pay.
- 4.—What is justification by faith?
To believe in everyone for himself.
- 5.—What is justification by works?
Put money in your pocket.
- 6.—What is Heaven?
Heaven means to be able to live in Babbalanze Well Road and drive in victorias.
- 7.—What is Hell?
Hell means to be unsuccessful.
- 8.—What is a state of human perfectibility?
Sir Robert Hart's Custom Service in China.
- 9.—What is blasphemy?
To say that Sir Robert Hart is not a great man of genius.
- 10.—What is the most heinous sin?
To obstruct British trade.
- 11.—For what purpose did God create the 400 million Chinese?
For the British to trade upon.
- 12.—What form of prayer do you use when you pray?
We thank Thee, O Lord, that we are not the wicked Russians and brutal Germans who want to partition China.
- 13.—Who is the great Apostle of the Anglo-Saxon Ideals in China?
Dr. Morrison, the Times Correspondent in Peking.

It may be a libel to say that the above is a true statement of Anglo-Saxon ideals, but any one who will take the trouble to read Mr. Putnam Weale's book will not deny that the above is a fair representation of the Anglo-Saxon ideals of Mr. Putnam Weale and John Smith who reads Mr. Putnam Weale's books.

The most curious thing about the matter is that the civilizing influence John Smith's Anglo-Saxon ideals is really doing in China. Under the influence of John Chinaman, who is now wanting to glorify the Chinese Empire, the old Chinese literati with his eight-legged essays was a harmless humbug. But foreigners will find to their cost that the new Chinese literati who under the influence of John Smith's Anglo-Saxon ideals is clamouring for a constitution is likely to become a dangerous and dangerous thorn in the end of John Bull. John Bull will not only find his Manchester goods trade ruined, but he will even be put to the expense of sending out a General Gordon or Lord Kitchener to shoot his poor old friend John Chinaman who has become non compos mentis under the civilizing influence of John Smith's Anglo-Saxon ideals. But that is neither here nor there.

What I want to say here in plain, sober English is this. It is a wonder to me that the Englishman who comes out to China with his head filled with all the absurd nonsense written in books about the Chinese, that he can get along at all with the Chinese with whom he has to deal. Take this specimen, for instance, from a big volume, entitled "The Far East," its history and its questions," by Alexis Krausse.

The crux of the whole question affecting the Powers of the Western nations in the Far East lies in the appreciation of the true inwardness of the Oriental mind. An Oriental not only sees things from a different standpoint to the Occidental, but his whole train of thought and mode of reasoning are at variance. The very sense of perception implanted in the Asiatic varies from that with which we are endowed."

After reading the last sentence an Englishman in China, when he wants a piece of white paper, if he follows the ungrammatical Mr. Krausse's advice, would have to say to his boy: "Boy, bring me a piece of black paper." It is I think, to the credit of practical men among foreigners in China that they can put away all this nonsense about the true inwardness of the Oriental mind when they come to deal

practically with the Chinese. In fact I believe that those foreigners get on best with the Chinese and are the most successful men in China who stick to the 2+2=4, and leave the a+b=c theories of Oriental inwardness and Anglo-Saxon ideals to John Smith and Mr. Krausse. Indeed when one remembers that the relations between the heads or Tailans of Great Britain firms such as Jardine, Matheson and their comrades were always those of mutual confidence, mutual respect and even almost of mutual affection, passing on to one or more generations; when one remembers this, one is inclined to ask what good after all, has clever John Smith with his a+b=c theories of Oriental inwardness and Anglo-Saxon ideals done, either to Chinese or foreigners?

Is there then no truth in Kipling's famous dictum that East is East and West is West? Of course there is. When you deal with 2+2=4, there is little or no difference. It is only when you come to problems as a+b=c that there is a great deal of difference between East and West. But to be able to solve the equation a+b=c between East and West, one must have real aptitude for higher mathematics. The misfortune of the world of today is that the solution of the equation a+b=c in Far Eastern problems, is in the hands of John Smith who not only rules the British Empire, but is an ally of the Japanese nation, John Smith who does not understand the elements even of algebraical problems. The solution of the equation a+b=c between East and West is a very complex and difficult problem. For in it there are many and many quantities, not only such as the East of Confucius and the West of Shakespeare and Goethe, but also the West of Mr. Kang Yu Wei and the Victory Tuen-fang, but also the West of Shakespeare and Goethe and the West of John Smith. Indeed when you have solved your a+b=c properly, you will find that there is very little difference between the East of Confucius and the West of Shakespeare and Goethe, but you will find a great deal of difference between even the West of Dr. Legge the scholar, and the West of the Rev. Arthur Smith. Let me give a concrete illustration of what I mean.

The Rev. Arthur Smith, speaking of Chinese histories, says:—

"Chinese histories are antiquarian, not merely in their attempt to go back to the unadorned edge of zero for a point of departure, but in the interminable length of the sluggish and turbid current which carries on its bosom not only the mighty vegetation of past ages, but wood, hay and stubble past all reckoning. None but a relatively useless race could either compose or read such histories: none but the Chinese memory could store them away in its capacious attic."

Now let us hear Dr. Legge on the same subject. Dr. Legge, speaking of the 23rd and 24th dynasties of China, says:—

"No nation has a history so thoroughly digested, and on the whole it is trustworthy."

Speaking of another great Chinese literary collection, Dr. Legge says:—

"The work was not published, as I once supposed, by Imperial authority, but under the superintendence and at the expense (aided by other officers) of Yuan Yuen, Governor-General of Kwangtung and Kwangsi, in the 9th year of the last reign, 1820. The publication of so extensive a work shows a public spirit and zeal for literature among the high officials of China which should keep foreigners from thinking meanly of them."

The above then is what I mean when I say that there is a great deal of difference not only between the East and West but also between the West of Dr. Legge, the scholar who can appreciate and admire zeal for literature, and the West of the Rev. Arthur Smith who is the beloved of John Smith in China.

DANISH SHIPPING ENTERPRISE.

Those of our readers who are interested in the shipping trade will note that the East Asiatic Company, a Danish enterprise that has already made for itself a sound footing in the Far East, is about to take steps to extend and strengthen its operations in this part of the world. A party of Danish capitalists are about to leave for the Far East to investigate the shipping trade, and trading possibilities in the various ports of the East, in Siam, China and Japan. It is of much significance that Prince Waldemar, the brother of the present King of Denmark and the third son of the late King Christian, is to accompany the mission. And it is on the orders that Prince George of Greece, who has just laid aside the cares of the Hellenic Government, and who may also form one of this Danish mission. Prince George is the second son of King George of Greece who was himself the eldest son of the late King Christian of Denmark. While these Princes are not to be understood as coming out to the East in any official capacity, yet their private co-operation shows that the success of Danish commercial enterprise abroad has matter of real national concern to the Government and the people of Denmark. The following reference would indicate that this mission is the result of a decision to increase the capital of the East Asiatic Company, and is intended to determine on what special lines this Company is to develop its Far Eastern operations.

Great activity has reigned in shipping circles at Copenhagen in the last week or two. Besides the increase of five million kroner to be made in capital of the East Asiatic Company, the United Steamship Company is also raising its capital from eighteen to twenty-five million kroner, that of the Burmeister and Wain Shipbuilding Company is being increased from five to ten million kroner, and the Dan Steam Navigation Company is putting its share capital up to 325,000 (10,122,000 kroner), and issuing preference bonds to the amount of 800,000 kroner. The Ostasiatisk Kompagni, of Copenhagen, is raising its capital from ten million to fifteen million kroner. This step is being taken partly in consequence of the large building orders placed a few months ago with the Burmeister and Wain Shipbuilding Company, and partly on account of various undertakings entered into by the Company in Eastern Asia and the West Indies. The Ostasiatisk is a large mercantile as well as Shipping Company, and its present capital has proved too small. —Singapore Free Press.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia* sailed from Shanghai on Tuesday, the 16th inst., at 7 p.m., and will be due to arrive at this port on Friday, the 19th inst., at daylight.

The O. & O. str. *Doric* arrived in San Francisco on the 11th inst.

The C.P.R. str. *Athenian* left Vancouver on Tuesday, a.m., for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 8.30 p.m. on Tuesday, the 16th inst., and left again at 6 a.m. on Wednesday for Shanghai, where she is due to arrive at 11 a.m. on Thursday, the 18th inst.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Ointment, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. B. Watson & Co., Ltd., Sole Agents. 733c.

ASSOCIATED CHAMBERS OF COMMERCE AND PREFERENTIAL TRADE.

In elaboration of our telegraphic report of the annual autumn meeting of this Association, the following extracts from the report received by mail are given.

Mr. C. J. Wilson (Hawick) proposed, on behalf of the South of Scotland Chamber, that "the meeting approve of the resolution come to at the sixth congress of Chambers of Commerce of the Empire, held in London in July, in which preferential trade within the Empire was asked for as binding the Empire together by ties of commerce as well as by sentiment, and as leading on to the desirable end of free trade between every part of the British Empire." He said that a great addition to the commerce of the Empire could be made if we could only find profitable employment for all our people at home wages. That meant in one market or another we must sell more of our manufactured goods. The principle enunciated in the resolution was that we wanted free trade within the Empire as they had it in the United States, France, and Germany. Preferential trading with the Colonies would not only strengthen the bonds of Empire, but would materially increase the volume of work.

Mr. George E. Davies seconded the motion on behalf of the majority of the Bristol Chamber. He said that there were many and many quantities, not only such as the East of Confucius and the West of Shakespeare and Goethe, but also the West of Mr. Kang Yu Wei and the Victory Tuen-fang, but also the West of Shakespeare and Goethe and the West of John Smith. Indeed when you have solved your a+b=c properly, you will find that there is very little difference between the East of Confucius and the West of Shakespeare and Goethe, but you will find a great deal of difference between even the West of Dr. Legge the scholar, and the West of the Rev. Arthur Smith. Let me give a concrete illustration of what I mean.

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DANISH SHIPPING ENTERPRISE.

Those of our readers who are interested in the shipping trade will note that the East Asiatic Company, a Danish enterprise that has already made for itself a sound footing in the Far East, is about to take steps to extend and strengthen its operations in this part of the world. A party of Danish capitalists are about to leave for the Far East to investigate the shipping trade, and trading possibilities in the various ports of the East, in Siam, China and Japan. It is of much significance that Prince Waldemar, the brother of the present King of Denmark and the third son of the late King Christian, is to accompany the mission. And it is on the orders that Prince George of Greece, who has just laid aside the cares of the Hellenic Government, and who may also form one of this Danish mission. Prince George is the second son of King George of Greece who was himself the eldest son of the late King Christian of Denmark. While these Princes are not to be understood as coming out to the East in any official capacity, yet their private co-operation shows that the success of Danish commercial enterprise abroad has matter of real national concern to the Government and the people of Denmark. The following reference would indicate that this mission is the result of a decision to increase the capital of the East Asiatic Company, and is intended to determine on what special lines this Company is to develop its Far Eastern operations.

Great activity has reigned in shipping circles at Copenhagen in the last week or two. Besides the increase of five million kroner to be made in capital of the East Asiatic Company, the United Steamship Company is also raising its capital from eighteen to twenty-five million kroner, that of the Burmeister and Wain Shipbuilding Company is being increased from five to ten million kroner, and the Dan Steam Navigation Company is putting its share capital up to 325,000 (10,122,000 kroner), and issuing preference bonds to the amount of 800,000 kroner. The Ostasiatisk Kompagni, of Copenhagen, is raising its capital from ten million to fifteen million kroner. This step is being taken partly in consequence of the large building orders placed a few months ago with the Burmeister and Wain Shipbuilding Company, and partly on account of various undertakings entered into by the Company in Eastern Asia and the West Indies. The Ostasiatisk is a large mercantile as well as Shipping Company, and its present capital has proved too small. —Singapore Free Press.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia* sailed from Shanghai on Tuesday, the 16th inst., at 7 p.m., and will be due to arrive at this port on Friday, the 19th inst., at daylight.

The O. & O. str. *Doric* arrived in San Francisco on the 11th inst.

The C.P.R. str. *Athenian* left Vancouver on Tuesday, a.m., for Hongkong via the usual ports of call.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 8.30 p.m. on Tuesday, the 16th inst., and left again at 6 a.m. on Wednesday for Shanghai, where she is due to arrive at 11 a.m. on Thursday, the 18th inst.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Ointment, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. B. Watson & Co., Ltd., Sole Agents. 733c.

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H. PRICE & CO.,

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12, QUEEN'S ROAD CENTRAL.

AN IMPERIAL TEXT-BOOK

SCHEME.

The Times has received from the League of the Empire advance sheets of an article coming out in its Monthly Record giving details of a scheme for providing students all over the Empire with a graded series of Imperial text-books with the object, not only of furnishing the youth of the Empire with first-hand information, but also of providing, through the financial value of the publications, a fund for the advancement of education throughout the Empire, wherever the books are used.

The scheme was suggested to the League by Mr. Thomas H. Monk, the late Mr. Louis Spitzel was impressed with its importance, and he presented the League, who have suffered a great loss by his recent death, with the magnificent gift of £5,000 to carry it out. The direction of the work was undertaken by the history section of the League, the chairman of which is Professor Bury, Regius Professor of History at Cambridge. Professor Bury invited an influential committee to meet on December 4, 1905, in the office of the League, when the following circular letter was drawn up for submission to all the education departments of the Empire:—

"We learn with much pleasure that the proposals of this League for providing schools with first-hand information concerning the various parts of the Empire have received the benefit of your support. For the further advancement and development of this work we have the honour to lay before you a project for issuing a series of graded text-books on the history and resources of the Empire, and the duties, rights, and privileges of its citizenship, to be prepared with the co-operation of the different countries of which the Empire is composed.

"The scheme for these text-books has been suggested to the League by Mr. Thomas H. Monk, and Mr. Louis Spitzel has generously offered to supply the funds necessary for carrying it into effect. The History Committee of the League has been requested to make arrangements for proceeding with the work and for formulating conditions under which the text-books should be presented to your Government as a free gift.

"3. Details of the scheme are as follows:—

"a. As it is an essential part of the scheme to meet the needs of pupils and students of all ages, it is proposed that three books should be produced, adapted to the requirements of schools of different grades and readers of different capacities.

"b. A small editorial sub-committee will be appointed to deal with literary details. As you have been good enough to promise us information, they will send you particulars as to the nature of the information they desire.

"c. The committee will employ a general editor and writers of special knowledge and ability, and no pains will be spared in the preparation of the books.

"d. When the books are completed and passed for press it is proposed to offer to you either—

"1. Stereotype or electrotype plates, which will be given free of charge; or

"2. Printed copies (for which the charge shall be the cost of production only), either (a) in quires or (b) in paper boards or in cloth.

"The stereotype or electrotype plates are to be the property of your Government on condition that the books are adopted in your schools, and that the history of the British Empire shall be included in the school curriculum.

"4. In giving its services in the matter the League acts in the interest of what it holds to be a valuable Imperial object, and will win no pecuniary profit from the transactions.

"5. The profits arising from the sale of the books issued by you should be devoted to the following purposes, viz:—

"(1) A portion (hereafter to be determined) to form a special fund to be used solely in the educational interest of your colony, and (2) the remainder to form a general trust fund, to be used for the literary expenses of the League, and also, it is suggested, for history textbooks or prizes to be held at option at any University of the Empire, and open only to the citizens of the Empire. The trust fund to be under the control of trustees, to be nominated by the League and the London representatives of the co-operating countries.

Answers have been received from the different Governments and education departments, granting their interest and co-operation in the preparation of the books. The great importance of this scheme lies not only in the educational value of these books (which will be issued under the real, as it were, of the education departments as regards subject matter and scope), but also in the adoption of the principle of educational co-operation. The history section of the League have appointed the following gentlemen as their editorial committee:—Professor Bury, Litt. D., LL.D., D. Litt. Regius Professor of Modern History, Cambridge, chairman; Professor Hugh E. Egerton, M.A., Regius Professor of Colonial History, Oxford; Herbert A. Fisher, Esq., M.A., New College, Oxford; Thomas H. Monk, Esq. (co-opted); John Murray, Esq., M.A., J.P., D.L., Professor A. F. Pollard, M.A., F.R.H.S., Professor Constitutional History, University College, London. Professor of Pollard has accepted the position editor. The committees appointed by the Governments and education departments

WEATHER REPORT.

On the 17th at 12.20 p.m.—The barometer has risen along the Yangtze and fallen over N. China and the Philippines.

The depression lying over S. Manchuria is moving into the Sea of Japan. Pressure remains somewhat low over the Pacific to the E. or N.E. of Luzon.

The high pressure area is spreading over China from the N.W. and the monsoon is expected to set in over the whole of the China coast, and the N. part of the China Sea.

The Japanese returns are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood * N.E. winds, strong to gale.

Formosa Channel * S.W. winds, strong to gale.

South coast of China between * Same as No. 1.

Hongkong and Lamook * Same as No. 1.

South coast of China between * Same as No. 1.

Hongkong and Hainan * N. winds, increasing to fresh or strong breezes; fine.

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The scheme was suggested to the League by Mr. Thomas H. Monk, the late Mr. Louis Spitzel was impressed with its importance, and he presented the League, who have suffered a great loss by his recent death, with the magnificent gift of £5,000 to carry it out. The direction of the work was undertaken by the history section of the League, the chairman of which is Professor Bury, Regius Professor of History at Cambridge. Professor Bury invited an influential committee to meet on December 4, 1905, in the office of the League, when the following circular letter was drawn up for submission to all the education departments of the Empire:—

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SHIPPING

ARRIVALS.

CALCUTTA, British str., 6,748, O. P. Williams, 17th Oct.—Shanghai 14th Oct. General.—Butterfield & Swire.
 HAITAN, British str., 1,183, J. S. Roach, 17th Oct.—Foonchow 14th Oct. Amoy 15th and Swatow 16th; General.—Douglas LaPraik & Co.
 HANGSANG, British str., 1,356, Spencer Wilde, 17th Oct.—Shanghai 14th Oct. General.—Jardine, Matheson & Co.
 KIDKING, British str., 1,127, Miller, 17th Oct.—Shanghai 14th Oct. General.—Butterfield & Swire.
 LIKA, Swedish str., 298, H. Hornadahl, 16th Oct.—Probolinggo 2nd Oct. Sugar.—Sander, Wierler & Co.
 LYDIA, German str., 1,772, Meyer, 17th Oct.—Huphong 14th Oct. Coal.—Stensen & Co.
 SHANGHAI, British str., 1,853, Nicoll, 16th Oct.—Samarang 14th Oct. Sugar.—Butterfield & Swire.
 SHAWMUT, Amr. str., 9,606, Roberts, 17th Oct.—Tacoma and Manila 15th Oct. General.—Doddwell & Co.
 YUPENAKO, British str., 1,128, F. Mooney, 17th Oct.—Manila 14th Oct. Amoy and 15th, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 Oct. 17th.
 Bink-Thion, French str., for Bangkok
 Tjippana, Dutch str., for Java.

DEPARTURES.

Oct. 17th.
 LAISANG, British str., for Calcutta.
 Oct. 17th.
 CHINGTU, British str., for Australia.
 FRITHJOE, Norwegian str., for Bangkok.
 KAWACHI MARU, Japanese str., for London.
 MATILDE, German str., for Huphong.
 QUARTA, German str., for Takao.
 SENGHARIA, German str., for Hamburg.
 SOUTH AFRICA, British str., for Manila.
 WONGKOT, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Chinkai* reports: Moderate N.E. monsoon.
 The British str. *Yupenako* reports: Strong N.E. monsoon and rough sea to Amoy, and light variable winds and fine to port.
 The British str. *Haitan* reports: Foonchow to Amoy and Swatow N.E. monsoon. Swatow to Hongkong light W.N.W. winds, smooth sea and fine weather.

VESSELS IN DOCK.

Oct. 17th.
 ABERDEEN DOCKS.—Signal, Chinkai Maru.
 KOWLOON DOCKS.—Sorenson, Vigilante, Ch. Hardouin, Johanna, Eri, Franchise, Patschen, Choutai, Delavacoyne, Ewald, Sabre, Empress of China.
 COMMERCIAL DOCKS.—I. F. Chapman, Hygeia, C. Ayer.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Capt. Mistrorigo, will leave for the above places TO-MORROW, the 19th inst. A.M.

For Freight or Passage, apply to SANDER, WIERLER & Co., Agents.

Hongkong, 11th October, 1906. [S]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, 19th inst., at Noon.

For Freight or Passage, apply to DOUGLAS, LAIPRAIK & Co., General Managers.

Hongkong, 16th October, 1906. [1923]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this Port Bombay on SATURDAY, the 20th October at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Mongolia*, 9,506 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay on 1st December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th October, 1906. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, 23rd inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 16th October, 1906. [1889]

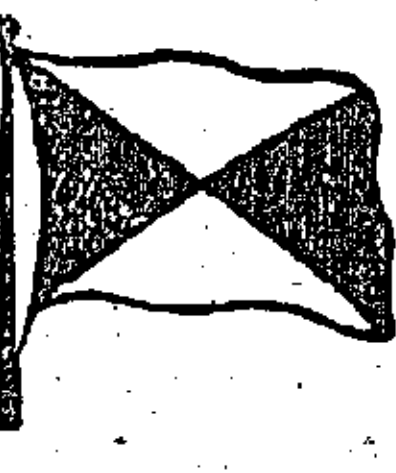
VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 20th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	A. W. Anderson, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	GLANEAR	Brit. str.	—	Houghton	McGREGOR, BROS. & GOW	On 31st inst.
MARSEILLES, &c. VIA PORTS OF CALL	MERIONETHSHIRE	Brit. str.	—	Lancelotti	MESSAGERIES MARITIMES	About 15th Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TOBRANE	Brit. str.	—	von Binzer	MELCHERS & Co.	On 30th inst. at 1 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	NIKOBAR	Dan. str.	—	Girstenbrun	HAMBURG-AMERIKA LINIE	About 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ LUDWIG	Ger. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	TEUTONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISAVIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k.w.	Brochner	HAMBURG-AMERIKA LINIE	On 16th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Cruglietto	HAMBURG-AMERIKA LINIE	On 20th Nov.
TRIESTE, &c. VIA MANILA, &c.	PERSIA	Ans. str.	—	Cruglietto	SANDER, WIERLER & Co.	On 30th Nov.
ODessa	PETRONIA	Rus. str.	—	Cowley	MELCHERS & Co.	On 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 10th Dec.
NEW YORK	YEDDO	Brit. str.	—	—	ARNHOLD, KAREERG & Co.	About 2nd Nov.
NEW YORK VIA PORTS & SUEZ CANAL	BRAEMAR	Amr. str.	—	—	SHEWAN, TOMES & Co.	About 20th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TAITAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 20th inst. at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Amr. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 25th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Amr. str.	—	E. V. Roberts	DOUGLAS & Co., Ltd.	On 24th inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KASATO MARU	Jap. str.	—	W. E. C. S. Filmer	TOYO KISEN KAISHA	On 27th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Holms	GIBB, LIVINGSTON & Co.	On 27th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	SANDAKAN	Ger. str.	—	G. Wendig	MELCHERS & Co.	To-day, at Noon.
YOKOHAMA & KOBE	TAITAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
YOKOHAMA & KOBE	SEGOWIA	Ger. str.	k.w.	E. W. Bruce	HAMBURG-AMERIKA LINIE	On 20th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	SUMATRA	Brit. str.	—	G. W. Babot, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	CEYLON	Brit. str.	—	—	P. & O. S. N. Co.	About 16th inst.
JAPAN VIA SHANGHAI	TAITAN	Brit. str.	—	C. L. Davis	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENSIN	CHIPSING	Brit. str.	—	D. Mistrorigo	SANDER, WIERLER & Co.	On 25th inst. at 4 P.M.
SHANGHAI	DELTA	Brit. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 16th inst.
SHANGHAI, YOKOHAMA & KOBE	TRIESTE	Ans. str.	—	Miller	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI, YOKOHAMA & KOBE	SITHONIA	Ger. str.	k.w.	Spencer Wilde	JARDINE, MATHESON & Co.	On 23rd inst. at Noon.
SHANGHAI	KIUKIANG	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI & CHINKIANG	HANGSANG	Brit. str.	1 m.	v. Hoff	MELCHERS & Co.	On 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HANGCHOW	Brit. str.	1 m.	H. Ohta	HAMBURG-AMERIKA LINIE	On 1st Nov.
SHANGHAI, KOBE, YOKOHAMA, &c.	YICHOW	Brit. str.	—	J. S. Roach	DOUGLAS LIPRAIK & Co.	On 21st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & VLADIVOSTOK	ROON	Ger. str.	—	F. Mooney	JARDINE, MATHESON & Co.	To-day, at 4 P.M.
TAMUJIA VIA SWATOW & AMOY	RUKENANIA	Ger. str.	k.w.	R. Almond	SHEWAN, TOMES & Co.	To-morrow, at 5 P.M.
SWATOW, AMOY & FOOCOW	SAN DOMINGO	Dan. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	On 20th inst. at 4 P.M.
MANILA	JOSEPH MARU	Jap. str.	—	Somerville	BUTTERFIELD & SWIRE	On 23rd inst.
MANILA VIA AMOY	HAITAN	Brit. str.	2 h.	W. Robinson	BUTTERFIELD & SWIRE	On 27th inst. at Noon.
MANILA	YUPENAKO	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & Co., Ltd.	On 23rd inst. at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 27th inst. at 3 P.M.
MANILA	TEAT	Brit. str.	1 m.			
MANILA	ZAFIRO	Brit. str.	—			
CEBU & LOILO	SUNGIANG	Brit. str.	1 m.			
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—			



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila via Amoy.	On 19th Oct., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila.	On 27th Oct., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., GENERAL MANAGERS.

Hongkong, 15th October, 1906. [15]



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "BRAEMAR"	About 20th November.
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For freight and further information apply to SHEWAN TOMES & Co., GENERAL AGENTS.

Hongkong, 9th October, 1906. [19]

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RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	DATE OF SAILING.
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MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN and GERMAN BALTIC PORTS ... "NIKOBAR" ... On or about 30th Oct.

SHANGHAI, YOKOHAMA, KOBE ... "SAN DOMINGO" ... On or about 5th Nov.

SHANGHAI, YOKOHAMA, KOBE ... "CAMBODIA" ... On or about 3rd Dec.

ODessa ... "PETRONIA" ... On or about 10th Dec.

For Further Particulars, apply to MELCHERS & Co., AGENTS.

Hongkong, 17th October, 1906. [1357]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE OF SAIL.
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MANILA ... "YUENSANG" ... Thursday, 18th Oct., 4 P.M.

MANILA ... "LOONGSANG" ... Saturday, 20th Oct., 4 P.M.

SHANGHAI ... "HANGSANG" ... Tuesday, 23rd Oct., daylight.

TIENSIN ... "CHIPSING" ... Thursday, 25th Oct., 4 P.M.

SINGAPORE, PENANG & CALCUTTA ... "NAMSANG" ... Saturday, 27th Oct., 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chofoo, Tientsin, Nanchang & Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., GENERAL MANAGERS.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 24th October.
TREMONT	9,606	T. P. Garlick	On 20th November.

For further information apply to DODWELL & Co., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 2nd October, 1906. [7]

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious passenger accommodation first-class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI)

RHENANIA	...	Capt. v. Hoff	...	1st November
HOHENSTAUFEN	...	"Jaeger	...	2nd December
SILESIA	...	"Balle	...	2nd January
SCANDIA	...	"v. Doehran	...	1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG	...	Capt. Filler	...	2nd November
RHENANIA	...	"v. Hoff	...	14th December
HOHENSTAUFEN	...	"Jaeger	...	11th January
SILESIA	...	"Balle	...	8th February
SCANDIA	...	"v. Doehran	...	22nd March
HABSBURG	...	"Filler	...	5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 20th October

FOR YOKOHAMA & KOBE ... 22nd October

FOR SHANGHAI, KOBE & YOKOHAMA ... 1st November

FOR SHANGHAI, KOBE & YOKOHAMA ... 13th November

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

*HABSBURG ... FOR HAVRE & HAMBURG ... 2nd November

*RHENANIA ... FOR ANTWERP & HAMBURG ... 14th November

*SILESIA ... FOR HAVRE, BREMEN & HAMBURG ... 11th November

*SCANDIA ... FOR HAVRE & HAMBURG ... 8th February

*SITHONIA ... FOR HAVRE & HAMBURG ... 30th November

Hongkong, 17th October, 1906. [12]

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at MANILA, SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA,"

Captain Cruglietto, will be despatched as above on SATURDAY, the 20th inst.

This Steamer has capital accommodation for passengers, electric light and carries a doctor.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
KOBE and YOKOHAMA	CEYLON Capt. G. W. Babot, R.N.R.	About 16th October	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 18th October	Freight and Passage.
LONDON, &c., via usual ports	DELHI Capt. J. D. Andrews, R.N.R.	Noon, 20th October	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.
YOKOHAMA via SHANGHAI, SUMATRA, and KOBE	MOJI Capt. E. W. Bruce	About 28th October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	On 20th October.
SHANGHAI	"KIUKIANG"	On 22nd October.
SHANGHAI and CHINKIANG	"HANGCHOW"	On 23rd October.
MANILA	"TEAN"	On 23rd October.
CEBU and ILOILO	"SUNGKIANG"	On 23rd October.
SHANGHAI	"YOCHOW"	On 24th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th October, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
TAMUI via SWATOW AND AMOI	"JOSHIN MARU" Capt. H. ORTA	SUNDAY, 21st Oct. at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th October, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

via COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUER, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
ROON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at NOON, the Steamship
"PRINZ LUDWIG," Captain von Binzer, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 22nd Oct. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd Oct., and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 23rd Oct.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	£61 0 0	£42 0 0	£23 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	91 0 0	63 0 0	33 0 0

TO NEW YORK VIA SUEZ
via NAPLES, GENOA OR GIBRALTAR
return 115 0 0 78 0 0 47 0 0
via BREMEN OR SOUTHAMPTON
return 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERRUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

via NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
SANDAKAN	THURSDAY, 18th Oct.
WILHELM	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 14th Dec.

ON THURSDAY, the 18th OCTOBER, at NOON, the Steamship "SANDAKAN,"
Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.00	\$12.00
TO BRISBANE	\$23.00	\$14.00	\$9.00
TO SYDNEY	\$23.00	\$14.00	\$9.00
TO MELBOURNE	\$23.10	\$14.10	\$9.10
TO YOKOHAMA	\$80.00	\$50.00	\$40.00
TO KOBE	\$85.00	\$55.00	\$45.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$80.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £87. 0. 0.
TO EUROPE via AUSTRALIA and AMERICA " 98. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ROON" ...	Wednesday, 24th Oct.
KOBE & YOKOHAMA "WILHELM" ...	Wednesday, 24th Oct.
YOKOHAMA and KOBE "WILHELM" ...	Wednesday, 24th Oct.
SHANGHAI, NAGASAKI, "BUELOW" ...	Wednesday, 27th Nov.
KOBE & YOKOHAMA "BUELOW" ...	Wednesday, 27th Nov.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
To Bremen ... £62. 0. 0.
To London via Plymouth or Southampton ... 68. 10. 0.
To Paris via Cherbourg ... 65. 0. 0.
To Naples, Genoa via Gibraltair ... 65. 0. 0.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND

SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAN" 4,425	...	SATURDAY, 20th Oct.	12th Nov.
"EMPERESS OF CHINA" 6,000	...	THURSDAY, 25th Oct.	12th Nov.
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN" 3,852	...	WEDNESDAY, 23rd Nov.	22nd Dec.
"EMPERESS OF JAPAN" 6,000	...	THURSDAY, 25th Dec.	7th Jan.
"MONTEAGLE" 6,163	...	WEDNESDAY, 23rd Dec.	19th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PACIFIC "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.
Intermediate on Steamers: "TARTAN" £40, "ATHENIAN" £42.

R.M.S. "MONTEAGLE," "TARTAN" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya opposite Dike Pier.

[1]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co's fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CHINA PORTS every fortnight.
For Freight and further particulars
apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan
Hongkong, 4th August, 1898.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS nor
the OWNERS will be RESPONSIBLE for
any DEBT contracted by the Officer or
the Crew of the following Vessel during her
stay in Hongkong Harbour—
S. P. HITCHCOCK, American Ship, E. L. Zerk
—Arnhold, Karberg & Co.
L. E. CHAPMAN, American Ship, R. Baufeld—
Arnhold, Karberg & Co.
E. K. BARNETT, British Ship, McBurnie—
Dodwell & Co., Ltd.

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.

J. W. KEW,
Manager,
Hotel Macao, 3rd Floor,
Hongkong, 8th August, 1895.

[1712]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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